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DEPARTMENT OF THE ARMY
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PRIORITY

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JCS DECLASSIFICATION BRANCH

FROM: USCINCEUR PARIS FRANCE

TO : JCS WASH DC

DATE *9 Dec 1959*

INFO: USAFE WIESBADEN GERMANY, USAFE ADVON RAMSTEIN GERMANY

NR : EC 9-10983

051305Z AUG 59

References: A. JCS Msg 962409 dtd 15 July 59;
9172 Berlin 19105 (18 Aug 59)
B. CINCUER Msg EC 9-10949 dtd 23 July 59;
C. Hq USAF Msg AFOCD 53416 dtd 17 July 59

NOTAL; *Not Held by Mag Center*
D. Hq USAF Msg AFOOP TA PC 53709 dtd 28
Jul; 59 NOTAL. *Not Held by Mag Center*

1. In accordance with the request of reference A the following is submitted:

A. In the event that operation Tack Hammer is implemented prior to 1 September 59, with F-100 Squadrons, it is recommended that two squadrons be deployed to Chambley, one to Brienne, one to Chalons and the fifth to Adana.

B. If implemented after 1 September 59, with F-100 Squadrons, it is recommended that two squadrons be deployed to Etain, two to Chambley and the fifth to Adana.

C. If two F-104 Squadrons are deployed to Central Europe whether as part of Tack Hammer, or as a separate operation, (reference B) Ramstein and Spangdahlem are recommended. This would entail the movement of other units from these bases and crowding remaining units but the short range of the F-104 overrides other considerations.

2. It is appreciated that the foregoing recommendations to utilize French bases for F-100 Squadrons may not be desirable when occurring simultaneously with the redeployment of the nine squadrons from France. However, from a military standpoint, the non-atomic primary mission of Tack Hammer units make their deployment to French bases not inconsistent. Further, the closure of the Mahn runway will require redeployment of Mahn units to other German bases. Utilization of German bases by any Tack Hammer units would therefore increase an already over-crowded condition and would result in an unsound tactical

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MESSAGE

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situation from a vulnerability standpoint. The alternative of deferring the runway rehabilitation at Hahn is not recommended unless the situation urgently requires it.

3. The continuation of TAC strike deployments to Central Europe, has a bearing on Tack Hammer plans and is in turn affected by the construction in Germany and the redeployment of the French squadrons. Reference C promulgated a new schedule of tack strike deployments to Central Europe during August-December 1959 which provided for the continuous deployment of 12 F-100 aircraft during that period. These aircraft would comprise the first Tack Hammer increment if that schedule were implemented. However, reference D directed cancellation of Tactike deployments to Central Europe during August and September due to closure of the Hahn runway and since no adequate alternate to Hahn is currently available in Germany. It nevertheless appears that Spangdahlem may become available as an alternate after 1 October which would permit resumption of TAC strike deployments prior to completion of Hahn construction.

NOTE : 910949 is DA IN 232344 (23 Jul 59) CJCS
OTHER REFS NOT IDENTIFIED

ACTION: JCS

INFO : CSA, CNO, CSAF, CMC

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(5 Aug 59)

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